

## PEARL HARBOR---TO BE UNCLE SAM'S GREATEST NAVAL STATION

(Continued from Page One.)

molulu; storehouses, machine shops and an office. Nearby is the framing yard where the crib work is done. Seven million feet of lumber will be used for this work alone. Much of it is here and much is afloat, coming from the forest lands of the Northwest in vessels which are towed up Pearl Harbor channel to the anchorage in front of the drydock basin.

### Seven Dredgers at Work.

Seven dredgers are at work on the Pearl Harbor contract. The Reclamation is at work in the drydock basin. Out over the bar, working day and night and taking advantage of the fairly smooth water—although there is always a heavy swell on—five dredgers, the Governor, South Bay, Pearl Bar, Gaylord and California. Working in the channel is the newest dredger, which went to work in the early part of December, a new type, an experiment, an electrically driven turbine machine, which has already demonstrated that it is a success. No two machines on the contract are alike. The turbine churns the coral out with a screw and sucks it up into a pipe, through which it is forced through a line of other pipes on floats and is finally discharged into pockets of deep water. The South Bay is like a kangaroo, for the dredged material is loaded directly into pockets in its own hull, the water screening out over the side. When the pockets are filled the South Bay picks up her moorings and steams out to the open sea and discharges the load. The California is a clamshell dredge, having the largest shell known in the dredger world. The Pearl Bar works by steam and the screw gouges out coral similar in action to the turbine, but has a different action. The Governor operates a great arm with a bucket at the end. The bucket is forced outward, away from the dredge and is lifted up loaded and dumped into scows. The Gaylord drops a scoop out at the end of the chains and drags it toward the machine. It is then lifted and bucket tipped over the scows.

There are experts working on those machines—experts who have worked in the icy channels of Alaska and the hot, blistering waterways of tropical countries. They have worked all along the Coast and in these Islands, making navigation safe wherever they have devoted the muscles of their brawny arms to the operating of the wonderful machines placed at their disposal. In Arctic or tropics, merchant and war vessels now steam up and down navigable channels where, before these men appeared, only treacherous waterways were encountered. They are men who have worked for one company for a dozen years—men tried and true, who will make Pearl Harbor one of the finest waterways in the world.

### A Great Rendezvous.

Pearl Harbor will be a magnificent rendezvous in the mid-Pacific for the American navy, and the wisdom of its creation, in the light of events making the Pacific Ocean the one in which world powers are competing for the mastery, becomes clearer and clearer the more one studies the situation. Hawaii is so situated in the Pacific that it is the natural center for converging transoceanic lines, whether from the isthmian ship canal, or American, Asiatic or Australian ports bordering on the Pacific. By the creation of a great naval base, properly protected by fortifications, and the maintenance of a powerful naval force in this ocean, the American mainland will practically command the Pacific against any Asiatic or other power. Pearl Harbor will be a protection for billions in national values and will add to the equipment of the United States for the enterprises of peace as well as the necessities of war. The establishment of a strong fleet at this base makes an over-sea attack on any part of the American Coast too dangerous to be attempted.

The decision to lengthen the drydock came as a relief to naval officers. Last February the work was temporarily suspended, as at that time it was proposed to amend the specifications whereby the dock, when completed, would be the greatest under the American flag. The decision meant an additional half-million dollars, making the total construction cost about two and a quarter million dollars.

### Well Under Way.

The Hawaiian Dredging Company, of which Walter F. Dillingham of Honolulu is president, is not only dredging the bar, channel and harbor on its own contracts, but is also dredging the drydock for the San Francisco Bridge Company, which will construct the dock. More than 200,000 barrels of cement alone will be required for use with the concrete mixture to go into the dock building. The rock material is to be supplied from a quarry which has been established in the canyon leading to the Leilehua plain.

### Under Difficulties.

The dredging company has taken out about 1,500,000 cubic yards of material from the bar, and about 900,000 are yet to be removed. The bar work represents the most difficult and annoying part of the work, for rough weather is frequently encountered. On the inside and harbor sections the company has yet to remove about 2,000,000 yards. With the release of the dredger on the drydock and the addition of the new turbine machine, the channel work will be forced rapidly.

### New Oahu Town.

Watertown is the name of a town which has been established on the shore of Pearl Harbor on a strip of Bishop Estate land sandwiched between the naval and army reservations. The town has grown from a mere site of the com-

pany's office to a more pretentious place, with about four or five hundred people registered. The new town already has a hotel (called the St. Francis), several two-story dormitories, a large company store and a schoolhouse, where a public school teacher instructs the children of people employed by the dredging contractors. There are machine shops, carpenter shops; there are bungalows for the twenty-one United States inspectors who look after Uncle Sam's interests on the dredgers; one man to each of the three shifts working day and night, and there are cottages for the head officers, representing the contractors, while more buildings will shortly be added.

Whether this will be an established town when both the naval and army reservations are occupied by the federal authorities is a question. The Bishop Estate owns the land. It can only be rented or leased, but it is the only available location, and it has a water supply.

### Admirals Who Helped.

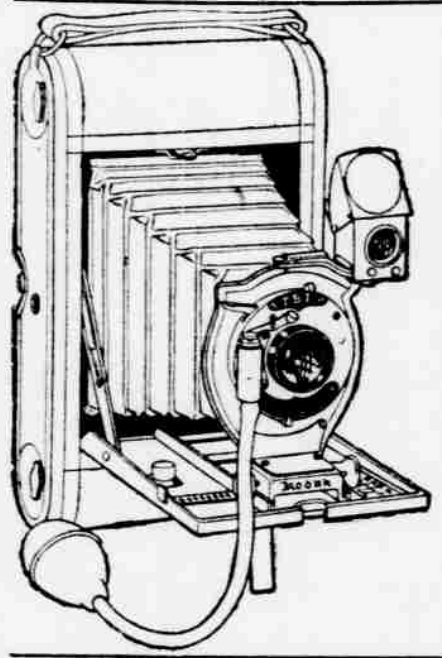
Ten years ago the channel leading to the Pearl Harbor lochs was a tortuous thoroughfare of water. Surveys were made by various naval officers. Under Admirals Merry and Very the work was started. It was continued by Admiral Whiting and most of the development work was unfolded under the administration of Rear-Admiral Corwin P. Rees, who has just left Honolulu for his home. He has been succeeded by Capt. W. C. Cowles, who will shortly become a rear-admiral, and under his administration the full development of Pearl Harbor will be realized.

Civil Engineers Ulysses Grant White, Parks and Lewerenz are those under whom the engineer part of the work has been conducted. Civil Engineer Lewerenz, U.S.N., is now the chief engineer officer at the naval station and to him will be allotted most of the work of laying out the grounds for the yard. Under Captain Otwell and Major Winslow of the Corps of Engineers, U.S.A., the fortifications have been developed.

Pearl Harbor is about eight miles distant from Honolulu. The Honolulu Rapid Transit and Land Company has secured a right of way from the city to the reservation for the location of an electric traction line, to be built whenever a satisfactory permit can be obtained from the secretary of war to cross the Fort Shafter military reservation. The construction of this line will connect the naval reservation with all parts of the city of Honolulu. Twenty minutes will be the maximum time for traveling between the city and the station. By sea the journey will not take more than forty minutes.

### INTERESTING TO MOTHERS—HOW TO CURE COUGHS AND COLDS.

There is one subject which always interests the mothers of young children, and that is how to treat their coughs and colds, or to ward off a threatened attack of croup. For this purpose we can recommend Chamberlain's Cough Remedy. It always proves beneficial. In case of croup it should be given as soon as the croupy cough appears, so as to prevent the attack. Keep it at hand ready for instant use. Many mothers do so, and it saves them much uneasiness. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.



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